

TIDEWATER BARGE LINES, INC.

FREIGHT TARIFF 200-A

CANCELS TARIFF 200

NAMING

LOCAL

BARGE TOWING, COMMODITY, CONTAINER

AND

HOURLY BOAT RATES

BETWEEN PORTS IN IDAHO, OREGON AND WASHINGTON

On the Following Rivers:

Clearwater	Columbia	Snake	Willamette
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RULES AND REGULATIONS OUTLINED HEREIN WILL APPLY UNLESS SUPERSEDED BY CUSTOMER SPECIFIC CONTRACTS OR TARIFFS CONTAINING EXCEPTIONS TO ITEMS IN THIS TARIFF.

For explanation of abbreviations and reference marks not explained on this page, see last page.

ISSUED: March 1, 2010

EFFECTIVE: April 1, 2010

ISSUED BY:
Dennis McVicker, President
P.O. Box 1210
Vancouver, WA 98666-1210

Tidewater Barge Lines, Inc.			
ISSUED: March 1, 2010	2nd Revised Index	Correction No. 0	Effective: April 1, 2010
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ISSUED BY: Dennis McVicker, President P.O. Box 1210 Vancouver, WA 98666-1210			

FREIGHT TARIFF NO. 200-A

Tidewater Barge Lines, Inc.

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8th Revised Page

Correction No. 1

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CHECK SHEET

All of the pages contained in this Schedule are listed consecutively. REV# indicates Revision Number. COR# indicates Correction Number. The pages of this Tariff, and the supplements to this Tariff, listed on this page bear issued dates which are the same as, or are prior to, the issued date of this page. "O" in the REV# and COR# columns indicate an original page.

B/L indicates the Bill of Lading Exhibit immediately following Page 9 in this Schedule.

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EFFECTIVE SUPPLEMENTS

NONE

For explanation of abbreviations and reference marks not explained on this page, see last page.

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Dennis McVicker, President
P.O. Box 1210
Vancouver, WA 98666-1210

FREIGHT TARIFF NO. 200-A

Tidewater Barge Lines, Inc.

ISSUED: March 1, 2010

Original Page

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CORRECTION NUMBER SHEET for SCHEDULE
 (This "Correction Number" Sheet is published for informational purposes ONLY)

Upon receipt of revised or new pages, a check mark must be placed opposite the "CORRECTION NUMBER" (shown below), corresponding to the "Correction No." shown on each Schedule Page. If Correction Numbers are properly checked as received, the check marks will appear in consecutive order with no omissions; however, if check marks indicate that a Schedule Page has NOT been received, request should be made at once for a copy of same.

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 Dennis McVicker, President
 P.O. Box 1210
 Vancouver, WA 98666-1210

FREIGHT TARIFF NO. 200-A

Tidewater Barge Lines, Inc.

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EFFECTIVE: April 1, 2010

SECTION 1

RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

ITEM

Definition of Terms

120

Definition of terms used in this tariff:

Any Quantity: "Any Quantity" (AQ) rates are those rates designated as AQ or Any Quantity and are the rates to be applied regardless of the quantity shipped.

Barge: Whenever the term "barge" is used in this tariff, it shall be understood as meaning a non-self-propelled vessel used expressly for the carriage of cargo, with the design in a configuration suitable for operation in multiple tows.

Carrier, Carrier's Agent: The term "Carrier" shall be understood as meaning "Tidewater Barge Lines, Inc." The term "Carrier's Agent" shall be understood as meaning the agent of "Tidewater Barge Lines, Inc."

Container: The term "Container" means an Ocean - cargo container, not the instrumentality of carrier, which is designed for ocean movement by water carriers, with or without the chassis necessary for transportation of the container and its contents over the highways of the United States, and which complies with all statutory highway requirements.

Loaded Barge: Whenever the term, "Loaded Barge" is used in this tariff, it shall be understood as meaning a barge carrying any kind or amount of cargo.

Placement, Actual or Constructive: "Actual Placement" is the placing of the vessel in an accessible position for loading or unloading at a point previously designated by the consignor or consignee. "Constructive Placement" is mooring of the vessel pending accessibility of loading or unloading position when the inaccessibility of the loading or unloading position is caused by or attributable to the consignor or consignee, and vessels so moored shall be considered constructively placed without notice.

Saw Logs: The term "Saw Logs" as used in this tariff applies only to Alder, Birch, Cedar, Cottonwood, Fir, Hemlock, Larch, Maple, Pine, Poplar, Spruce or Tamarack logs, to be manufactured at saw mills into lumber, shingles, or timber, at Veneer mills into Veneer or at pulp or paper mills into woodpulp.

Ton: Whenever the word "Ton" is used in this tariff, it shall be understood as meaning a ton of 2,000 pounds or 40 cubic feet, whichever produces the greater revenue (Subject to Note 1 below and Item 595).

Note 1: In determining whether or not freight charges shall be assessed on a measurement basis, charges shall be computed on the total weight of the shipment and not on the weight of an individual piece, package or part of said shipment.

Truck Trailer: Whenever the term "Truck Trailer" is used in this tariff, it shall be understood as meaning a non-dismountable open or enclosed trailer body and wheeled chassis, not the instrumentality of the carrier, which is neither higher nor wider when loaded than a container loaded on a wheeled chassis, and which complies with all statutory highway requirements.

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Dennis McVicker, President
P.O. Box 1210
Vancouver, WA 98666-1210

FREIGHT TARIFF NO. 200-A

Tidewater Barge Lines, Inc.	
ISSUED: March 1, 2010	Original Page
Correction No. 0	EFFECTIVE: April 1, 2010
SECTION 1	
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF	
<u>Application of Tariff</u>	140
<p>Rates and provisions published in this tariff are limited in their application to that of Common Carrier by Water, in interstate or foreign commerce to the extent of the operating rights set forth below:</p> <p>By non-self-propelled vessels with the use of separate towing vessels in the transportation of commodities generally between ports and points along the Willamette, Columbia and Snake Rivers from Oswego, OR, to Priest Rapids, WA and Lewiston, ID inclusive</p> <p>By towing vessels in the performance of general towage:</p> <p>Between Port and Points along those rivers from Portland, OR, to Priest Rapids and Lewiston, ID, inclusive, and</p> <p>Between the Snake River Ports and Points specified above, on the one hand, and on the other, ports and points along the Willamette River from and including Oswego to Portland;</p> <p>By self-propelled vessels in the transportation of Commodities Generally between ports and points along the Snake River from its confluence with the Columbia River to Johnson Bar, Idaho, inclusive;</p> <p>By non-self-propelled vessels with the use of separate towing vessels and by towing vessels in the performance of General Towage between ports and points along the Columbia River from its confluence with the Snake River from Lewiston to Johnson Bar, inclusive;</p> <p>By self-propelled vessels in the transportation of Commodities Generally between ports and points along the Columbia River from its confluence with the Snake River to Priest Rapids, inclusive, and along the Willamette River below and including Portland;</p> <p>By self-propelled vessels and by non-self-propelled vessels with the use of separate towing vessels in the transportation of Commodities Generally between all ports and points in Oregon and Washington along the Columbia River from its mouth to its confluence with the Willamette River.</p> <p>Note: Commodities Generally moved by self-propelled vessels and non-self-propelled vessels with the use of separate towing vessels and by towing vessels in the performance of General Towage, between ports and points in Idaho on the Clearwater River from its confluence with the Snake River to the Lewiston Memorial Bridge at Lewiston, ID.</p>	
<u>Application of Rates - Local</u>	180
<p>Except as otherwise provided, the rates published in this tariff apply as local rates ONLY. In no case do the rates, except where otherwise provided, have joint application over the lines or routes of two or more carriers.</p>	
<u>Application of Rates to or from Dams</u>	200
<p>Except as otherwise provided in individual rate items, rates named in this tariff to or from dams will also apply to or from all points within 3 miles of the dam structure.</p>	
For explanation of abbreviations and reference marks not explained on this page, see last page.	
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Tidewater Barge Lines, Inc.	
ISSUED: March 1, 2010	2 nd Revised Page
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SECTION 1	
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF	
	ITEM
<p align="center"><u>Bill of Lading</u></p> <p>When property is transported subject to the provisions of this tariff, the acceptance and use is required of the bill of lading, (a sample of which is provided in the protective insert immediately following this page), provided, however, that where the applicable rates do not include the loading or unloading of cargo, the carrier shall not be liable for any loss or damage to the cargo during the loading and/or unloading thereof, the provisions of the carrier's bill of lading to the contrary notwithstanding.</p>	340
<p align="center"><u>Business Interruption Surcharge</u></p> <p>Transportation rates in Sections 2, 3, & 4 will be subject to a business interruption surcharge of 5% of the applicable rate for cargo transported or towing services provided for the period starting April 1, 2010 and ending March 31, 2011.</p>	350 \$
<p align="center"><u>Cancellation or Change of Advance Booking</u></p> <p>Consignor may, without charge, cancel the advance booking and release the carrier's barge(s) at any time prior to the beginning of the five (5) days minimum advance booking period.</p> <p>If after the start of the five (5) days minimum booking period, consignor cancels the booking and releases the carrier's barge(s) or changes the agreed upon date of placement, a charge will be assessed as follows:</p> <p>A. When the booking agreement is canceled by the consignor, demurrage charges published in Item 500 will be assessed from the beginning of the advanced booking period until the booking is canceled and the carrier's barge is released (no free time will be allowed).</p> <p>B. When the time of placement is changed and the consignor does not elect to cancel the booking order and release the carrier's barge, as provided in (A.) above, demurrage will be charged for as provided in Item 505 commencing at the end of the five (5) days advance booking period.</p>	360
<p align="center"><u>Canceling Original and Revised Pages, Method of</u></p> <p>When this tariff is amended by revised pages, the cancellation of prior pages will be affected by means of this rule. A revised page will not show a cancellation notice (See Exception).</p> <p>Except where a specific cancellation is shown on a new revised page, a revised page cancels any and all uncanceled revised or original pages, or uncanceled portions thereof, which bear the same page number.</p> <p>Examples: "First Revised Page 1" will have the effect of canceling Original Page 1; "4th Revised Page 2" will have the effect of canceling 3rd Revised Page 2 and also 2nd Revised Page 2 as well as any earlier version of Page 2.</p> <p>EXCEPTION: This Schedule's Index will be updated as a single unit. No distinction will be made between different Pages of the Index. The Revision Number of any Page of the Index will indicate the Revision Number of the Entire Index.</p>	380
<p>For explanation of abbreviations and reference marks not explained on this page, see last page.</p>	
<p>ISSUED BY: Dennis McVicker, President P.O. Box 1210 Vancouver, WA 98666-1210</p>	

FREIGHT TARIFF NO. 200-A

Tidewater Barge Lines, Inc.		
ISSUED: March 1, 2010	1 st Revised Page	Correction No. 0
EFFECTIVE: April 1, 2010		
SECTION 1		
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF		ITEM
<u>Loading and Unloading Delays, Barges</u>		500
(Applies only in connection with rates named in Section 3)		
<p>The allowable time for loading and unloading vessels shall be twenty-four hours for loading and twenty-four hours for unloading.</p> <p>The allowable time shall be computed after actual (See Note 2) or constructive delivery of vessels to point of loading, or at the time agreed between carrier and consignor or consignee.</p> <p>Demurrage will be assessed as specified below for all delays to vessels beyond the allowable time specified above when caused by the consignors, consignees or their agents. For the purpose of computing charges under this item, a day shall be considered as twenty-four consecutive hours. Any fractional part of twenty-four hours will be considered as one demurrage day.</p>		
Demurrage Charges		\$505
Barges of Carrying Capacity Stated in Tons		
Over	Not Over	Charge per Barge per Day
0	2,000	\$750
2,000	-	\$1,000
<p>Note 1: Actual delivery is made when vessel is placed in an accessible position for loading or unloading or at a point previously designated by the consignor or consignee. If such placing is prevented from any cause attributable to consignor or consignee and vessel is moored pending accessibility of loading or unloading position, it shall be considered constructively placed without notice.</p>		
<u>Explosives and Inflammables</u>		540
<p>Class C explosives or hazardous or objectionable goods will be accepted for transportation only after prior booking arrangements have been made with the carrier and only when shipping containers, marking and packing are in accordance with the rules and hazardous materials regulations contained in 49 CFR Parts 110-199.</p>		
<u>Fractions of Hours, Disposition of</u>		560
<p>Except as may otherwise specifically provided, in applying the hourly rates published in this tariff, fractions of hours will be disposed of in half hour increments.</p> <p>Note 1: Under 30 minutes will be charged as ½ hour; over 30 minutes but under 60 minutes will be charged as 1 hour.</p>		
<p>For explanation of abbreviations and reference marks not explained on this page, see last page.</p>		
<p>ISSUED BY: Dennis McVicker, President P.O. Box 1210 Vancouver, WA 98666-1210</p>		

FREIGHT TARIFF NO. 200-A

Tidewater Barge Lines, Inc.

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SECTION 1

RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

ITEM

FUEL SURCHARGE PROCEDURE

Transportation rates in Section 4 shall be subject to a fuel surcharge calculated as follows:

On the first business day of every month, the Oil Price Information Service for No. 2 NRLM Distillate fuel for Portland, Oregon will be obtained for all the weekly postings of the immediately preceding month. If the average of these weekly postings is at least 5 cents per gallon higher than the base price of 125 cents per gallon, the transportation rates in Section 4 will be increased by 1.25% per empty and loaded dry containers and 2.00% per empty and loaded refrigerated containers for each 5 cent increment in the average fuel price above the base price for the immediately following month.

Note: The effective starting date for the fuel surcharge will be November 1, 2009. On October 1, 2009, September posting data will be used to determine the surcharge for the month of October.

Surcharge table for empty and loaded dry containers:

Red Dye Low Sulfur No. 2 Diesel Price (US\$)	Adjustment
1.25	0%
1.30	1.25%
1.35	2.50%
1.40	3.75%
1.45	5.00%
1.50	6.25%
1.55	7.50%
1.60	8.75%
Etc.	Etc

Surcharge table for empty and loaded refrigerated containers:

Red Dye Low Sulfur No. 2 Diesel Price (US\$)	Adjustment
1.25	0%
1.30	2.00%
1.35	4.00%
1.40	6.00%
1.45	8.00%
1.50	10.00%
1.55	12.00%
1.60	14.00%
Etc.	Etc.

565
▲

Impractical Operations

Nothing in this Schedule shall be construed as making it binding on a carrier to perform services at locations from or to which it is impracticable to operate vessels on account of strikes or riots, unusual weather, the conditions of the waterway, or other conditions beyond the control to the carrier. The carrier shall decide what constitutes impracticable operations.

570

Marine Cargo Insurance

The rates named in this tariff do not include marine insurance.

575

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Dennis McVicker, President
P.O. Box 1210
Vancouver, WA 98666-1210

FREIGHT TARIFF NO. 200-A

Tidewater Barge Lines, Inc.

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SECTION 1

RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF

ITEM

Intermediate Application

When rates are not named to a point which is directly intermediate to a point to which rates are named, apply to the unnamed intermediate point the rate named to the next beyond point. (See Note 1)

When rates are not named to a point which is directly intermediate to a point from which rates are named, apply from the unnamed intermediate point the rate named from the next beyond point. (See Note 1)

Note 1: When by reason of tributary waterways there are two or more "next beyond points", apply the rate to or from, as the case may be, the next beyond point which produces the lowest charge.

580

Lighting and Moorage

A. Shippers, consignees or their agents are obligated and specifically required to moor and light all floating equipment properly and in compliance with governmental regulations governing lights and mooring.

B. Carrier will not undertake to place barges for loading or unloading at places where proper moorage facilities are not available, where sufficient depth of water is not available or where other unsafe or impracticable conditions exist.

585

Loading and Unloading

Rates in this tariff do not include stuffing nor unstuffing of containers nor the loading, unloading, blocking, unblocking, bracing or unbracing of shipments.

Consignor and/or consignee shall stuff and unstuff containers and load, unload, block, unblock, brace and unbrace all shipments and shall assume liability for the improper performance thereof. Carrier will not be liable for any loss or damage to cargo during the performance of said services, the carrier's bill of lading to the contrary notwithstanding.

590

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Maximum Charge

In no case shall the charge for any shipment from and to the same points via the same carrier be greater than the charges for a greater quantity of the same commodity at its applicable rate and minimum quantity.

595

Minimum Charge

The minimum charge on any shipment of cargo under Section 3, Commodity Rates, shall not be less than the charge produced by lowest minimum quantity at the applicable rate published in connection therewith.

600

Mixed Shipments

(Applies only in connection with rates named in Section 3)

A. When two or more commodities for which different rates are provided are shipped as a mixed shipment without actual weights being obtainable, charges for the entire shipment will be computed at the commodity rate applicable to the highest rated commodity contained in such mixed shipment on which weight are obtainable.

B. When two or more commodities are included in the same shipment and separate weights therefore are obtainable, the aggregate weight of all articles contained therein will determine the rate applicable to each of the articles in the shipment. Where such mixed shipment is short of the required minimum weight, such deficit shall be charged for at the rate for the lowest rated article in the mixed shipment.

640

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Dennis McVicker, President

P.O. Box 1210

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SECTION 1	
RULES AND OTHER PROVISIONS WHICH GOVERN THE TARIFF	ITEM
<p style="text-align: center;"><u>Responsibility</u></p> <p>Any service furnished under this tariff or anything done in connection therewith shall not be construed to be or give rise to a personal contract, and the carrier or those furnishing the floating equipment or service, the floating equipment, its owner, operators, managers and agents, shall be entitled to and have the benefit of all exemptions from and limitation of liability statutes of the United States.</p> <p>Shippers, consignees or other agents shall be responsible for all the equipment when such equipment is in their custody or is at point of loading or unloading.</p> <p>Consignees or their agents warrant that all cargo is loaded and unloaded in a safe and proper manner. In the event improper loading or unloading results in damage to barge or floating equipment, cost for repairing such damage shall be borne by shipper and/or consignee.</p> <p>For the sole purpose of arriving at compensation for lost time in the event a carrier's equipment is improperly loaded and is thereby rendered unseaworthy or is unsafe to tow, (in the opinion of the master of the towing vessel) the carrier shall be entitled to compensation for actual traveling time to and from the place where improperly loaded barge is moored and same shall be computed at the hourly rates published in Section 2 hereof.</p> <p>In the event that regular loading facilities are unavailable due to berth congestion and/or lack of manpower and schedules dictate that equipment has to be dispatched with urgency, carrier reserves the right to supply labor, materials, crane services and dockage as deemed necessary to make said equipment safe to tow and cost shall be borne by the shipper and/or consignee at existing terminal rates.</p> <p>No responsibility or liability shall rest upon the carrier, towboat operator, in the towing of any barge or barges, or any responsibility or liability for the barge or cargo thereon. The party for whose account the barge is towed warrants that the barge itself is in seaworthy condition and should such barge be loaded with cargo that same is loaded in a safe and proper manner to withstand the hazards encountered between points the barge is towed.</p>	800
<p style="text-align: center;"><u>Schedules</u></p> <p>Carrier assumes no obligation to perform services on any particular trip or vessel and is not bound to perform services to meet schedule or market.</p>	820
<p style="text-align: center;"><u>Sealing of Containers</u></p> <p>Shipper shall seal cargo container(s) after stuffing has been completed and carrier will not be responsible for shortages if seals are properly intact upon arrival at destination.</p>	840
<p style="text-align: center;"><u>Tug Charges for Light Movement</u></p> <p>When at the request of shipper or consignee, carrier performs barge towing service at or between points where the carrier does not have a tug available, charges in addition to the charge for towing barge will be assessed at the hourly boat rates named in Section 2 hereof for the running time of tug:</p> <p>A. From the location of tug to point where the tow originates, and</p> <p>B. From the destination of tow back to the original location of tug.</p>	860
<p style="text-align: center;"><u>Warranty Disclaimer</u></p> <p>The tug operator neither expressly nor impliedly warrants that workmanlike service will be performed and such a warranty is expressly excluded. The liability of the tug operator is limited to such consequences and damages as the operator would be legally liable for in the absence of any warranty of workmanlike service being rendered by the tug operator.</p>	880
For explanation of abbreviations and reference marks not explained on this page, see last page.	
<p>ISSUED BY: Dennis McVicker, President P.O. Box 1210 Vancouver, WA 98666-1210</p>	

STRAIGHT BILL OF LADING

Received by TIDEWATER BARGE LINES, INC. Hereinafter Called the Carrier

At _____ Date _____ 20 _____

For Transportation on Barge _____ B/L No. _____

From _____ PRQ. No. _____

hereinafter called the Shipper, the goods or packages said to contain goods, hereinafter mentioned, in apparent good order and condition unless otherwise indicated in this Bill of Lading, to be transported by the barge named herein subject to all the terms and conditions of this Bill of Lading to the port of discharge or so near thereunto as the barge can always safely get and leave, always afloat at all stages and conditions of water and weather, and there to be delivered or transhipped on payment of the charges due thereon, with liberty, in the discretion of the Carrier before or after shipment or loading, and whether or not the goods, in whole or in part, are shut out from the barge(s) named herein for any cause, to substitute, or forward the whole or any portion of the goods under the terms of this Bill of Lading by any other barge(s) or barge(s) although prior or subsequent, of the Carrier's own line, or at the option of the Carrier, of any other line.

(Mail Address-Not for Purpose of Delivery)

Consigned to _____

Destination of Goods _____ Port of Discharge from Barge _____
(if Goods to Be Transhipped at Port of Discharge)

Routing Beyond Port of Discharge _____
Particulars Furnished By Shipper of Goods

Quantity or Number of Pieces or Pkgs.	DESCRIPTION OF GOODS AND LEADING MARKS	GALLONAGE		Gross Wt. Pounds
		Gross	Net	
Unless otherwise stated herein, the description of the goods, and the particulars of the packages mentioned herein, are those furnished to the Carrier in writing by the Shipper, and the Carrier shall not be responsible for the correctness of leading marks, or of the number, quantity, weight, gauge, measurement, contents, nature, quality or value of the goods.		Collect Freight From		

It is agreed that the custody and carriage of the goods are subject to all of the terms and conditions of this Bill of Lading (whether set forth on the face or reverse hereof) and to all of the terms and conditions of all the provisions of carrier's applicable, published tariffs and rules pertaining thereto which may or may not be filed with the Interstate Commerce Commission or other regulatory body, all of which shall govern the relations, whatsoever they may be, between the Carrier, on the one hand, and the Shipper, consignee and goods on the other, in every contingency, wheresoever and whensoever occurring, and also in the event of deviation, or abandonment of the voyage, or of unseaworthiness of the barge at the time of loading or inception of the voyage or subsequently, and none of the terms or conditions of this Bill of Lading shall be deemed to have been waived by the Carrier, except by express waiver in writing signed by a duly authorized agent of the Carrier.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____
 _____ per _____

IN WITNESS WHEREOF, the Master or Agent of the barge has signed this Bill of Lading

 Shipper

TIDEWATER BARGE LINES, INC.

 Carrier

By _____

By _____
 For the Master

FREIGHT TARIFF NO. 200-A

Tidewater Barge Lines, Inc.

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SECTION 2

HOURLY BOAT RATES

For explanation of abbreviations and reference marks not explained on this page, see last page.

ISSUED BY:
Dennis McVicker, President
P.O. Box 1210
Vancouver, WA 98666-1210

FREIGHT TARIFF NO. 200-A

Tidewater Barge Lines, Inc.

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SECTION 2 – HOURLY BOAT RATES

Rates Are in Dollars per Hour

ITEM

Application

2000
◆

The rates named in this item apply as follows:

(Subject to Note 1)

- A. As the basis of charges in connection with items making specific reference hereto.
- B. Towage of Shipper-Owned Barges.
- C. Towage of Pontoons.
- D. Rates named in this item will apply between points where no rates are otherwise provided, and may be used as factors in constructing through rates.

Note 1: The hourly boat rates start at time and place of departure of boat to work and continue until boat returns to the approximate point of departure, or until boat leaves to engage in other work.

Rates Tugs of (Rated by Horsepower)		
Over	Not Over	Charge per Hour
0	900	\$ 310
900	1100	\$ 365
1100	1600	\$ 415
1600	2400	\$ 470
2400	3000	\$ 560
3000	-	\$ 640

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P.O. Box 1210
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SECTION 3

COMMODITY RATES

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Dennis McVicker, President

P.O. Box 1210

Vancouver, WA 98666-1210

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SECTION 3 – COMMODITY RATES

COMMODITY

ITEM

**Freight
(All Kinds and Numbers)**

3200
◆

P O R T S		R A T E S	MINIMUM SHIPMENT in TONS
BETWEEN	AND	Cents per Ton	
Astoria, OR	Astoria, OR	630	1,700
	Lewiston, ID	1985	
	Longview, WA	885	
	Pasco, WA	1460	
	Portland, OR	680	
	The Dalles, OR	1095	
Lewiston, ID	Astoria, OR	1985	1,700
	Lewiston, ID	360	
	Longview, WA	1695	
	Pasco, WA	640	
	Portland, OR	1435	
	The Dalles, OR	1355	
Longview, WA	Astoria, OR	885	1,700
	Lewiston, ID	1695	
	Longview, WA	360	
	Pasco, WA	1075	
	Portland, OR	360	
	The Dalles, OR	805	
Pasco, WA	Astoria, OR	1460	1,700
	Lewiston, ID	640	
	Longview, WA	1075	
	Pasco, WA	320	
	Portland, OR	820	
	The Dalles, OR	600	
Port of Benton, WA	Astoria, OR	1795	1,700
	Lewiston, ID	995	
	Longview, WA	1230	
	Pasco, WA	465	
	Portland, OR	1230	
	The Dalles, OR	1195	
Portland, OR	Astoria, OR	680	1,700
	Lewiston, ID	1435	
	Longview, WA	360	
	Pasco, WA	820	
	Portland, OR	360	
	The Dalles, OR	550	
The Dalles, OR	Astoria, OR	1095	1,700
	Lewiston, ID	1355	
	Longview, WA	805	
	Pasco, WA	600	
	Portland, OR	550	
	The Dalles, OR	320	

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**Dennis McVicker, President
P.O. Box 1210
Vancouver, WA 98666-1210**

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SECTION 3 - COMMODITY RATES

COMMODITY

ITEM

LOGS

3705
◆

Bundled Saw Logs, on carrier's barges:

Alder, Birch, Cedar, Cottonwood, Fir, Hemlock, Larch, Maple, Pine, Poplar, Spruce or Tamarack (See Item 120)

Note 1: Each bundle shall be considered equal to 24 tons unless actual weight certificate is supplied.

P O R T S

R A T E S

**MINIMUM
SHIPMENT
in TONS**

BETWEEN

AND

Cents Per Ton

Port of Klickitat, WA	Astoria, OR	705	1,000
	Longview, WA	495	
	Portland, OR	430	
	Vancouver, WA	430	
Boardman, OR Irrigon, OR	Astoria, OR	811	1,000
	Bingen, WA	430	
	Longview, WA	647	
	Portland, OR	534	
	Vancouver, WA	535	
Umatilla, OR	Astoria, OR	877	1,000
	Bingen, WA	440	
	Longview, WA	713	
	Portland, OR	600	
	Vancouver, WA	600	
Clarkston, WA Lewiston, ID and Wilma, WA	Astoria, OR	1401	1,000
	Bingen, WA	908	
	Longview, WA	1238	
	Portland, OR	1125	
	The Dalles, OR	842	
	Umatilla, OR	525	
	Vancouver, WA	1125	

- When rates are not published to / from a point which is directly intermediate to a point to / from which rates are published, apply to the intermediate point the rate to / from the next point beyond.
- When, by reason of tributary waterways, there are two or more "next beyond" points, apply the rate to / from, as the case may be, the next beyond point which produces the lower charge.
- Shipments to Kalama, Longview, and Astoria are subject to an additional charge of 75 cents per ton.

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P.O. Box 1210

Vancouver, WA 98666-1210

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SECTION 4

CONTAINER AND

TRUCK TRAILER

RATES

For explanation of abbreviations and reference marks not explained on this page, see last page.

ISSUED BY:

Dennis McVicker, President

P.O. Box 1210

Vancouver, WA 98666-1210

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Tidewater Barge Lines, Inc.					
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SECTION 4 - CONTAINER RATES					
Rates in Dollars per Container					
Commodity: Containerized Freight All Kinds (non-hazardous)	Between	And	Rates	Minimum	Item
20 Foot Dry Intermodal Containers	Portland, OR or Vancouver, WA	Lewiston, ID	256	15	4100 ◆
		Pasco, WA	226		
		Umatilla, OR			
		Boardman, OR	210		
40 Foot Dry Intermodal Containers	Portland, OR or Vancouver, WA	Lewiston, ID	376	15	4150 ◆
		Pasco, WA	280		
		Umatilla, OR			
		Boardman, OR	258		
20 & 40 Foot Refrigerated Intermodal Containers	Portland, OR or Vancouver, WA	Pasco, WA	410	5	4200 ◆
		Umatilla, OR			
		Boardman, OR	310		
45 / 48 / 53 Foot Dry Intermodal Containers	Portland, OR or Vancouver, WA	Lewiston, ID	500	15	4300 ◆
		Pasco, WA	390		
		Umatilla, OR			
		Boardman, OR	360		
<p>Application of Rates</p> <ul style="list-style-type: none"> • Rates are round-trip and apply to the movement of a container empty in one direction and loaded in the opposite direction between two points. • A loaded container moved one-way between two points without an empty container movement in the opposite direction will be assessed the entire freight rate. • An empty container moved one-way between two points without a loaded container movement in the opposite direction will be assessed 75% of the round-trip rate. • An empty container moved round-trip between two points will be assessed the total round-trip rate. <p align="center">(Continued)</p>					
For explanation of abbreviations and reference marks not explained on this page, see last page.					
<p align="center">ISSUED BY: Dennis McVicker, President P.O. Box 1210 Vancouver, WA 98666-1210</p>					

FREIGHT TARIFF NO. 200-A

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SECTION 4 - CONTAINER RATES

Application of Rates (continued)

- Container chassis will be rated:
 - Overall length <40': 40' dry container rate
 - Overall length >40': 45'-53' dry container rate
- Fuel Surcharge applies as per Item 565.
- Terms and conditions of Straight Bill of Lading apply to all shipments whether or not a paper copy is requested or issued.
- Transportation is provided on a common carrier basis and all fees assessed by the container owner are between owner and shipper.
- Rates are for transportation only and do not include any terminal fees for loading or unloading containers to or from barge.
- Hazardous cargo is subject to acceptance by the carrier and a minimum surcharge of 25%.
- For the transportation of refrigerated containers:
 - Acceptance of loaded refrigerated containers is subject to availability of sufficient electrical power and connection aboard the barge at time of departure.
 - Electrical power will be provided at 440 volts.
 - Connection between the barge power source and loaded container at time of barge loading is the responsibility of the cargo terminal. Carrier may act as the agent of the cargo owner, container owner, or terminal to make or remove such connection.
 - Loaded containers shall not be accepted unless:
 - The unit is chilled to shipper's specification at time of tender;
 - Plugs, wires and all connections are compatible with carrier's plugs, wires and connections;
 - All refrigeration equipment is in good repair and working order;
 - The unit has an operating temperature logging device indicating the temperature has not risen above the shipper's required specifications after the unit's initial chill-down.

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ISSUED BY:
Dennis McVicker, President
P.O. Box 1210
Vancouver, WA 98666-1210

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SECTION 4

EXPLANATION of ABBREVIATIONS USED in THIS SCHEDULE

<p>AFB Air Force Base</p> <p>AKA Also Known As</p> <p>APO Army or Air Force Post Office</p> <p>Alt. Alternate</p> <p>Bbl(s) Barrel(s)</p> <p>C. Hundred Pounds</p> <p>C.O.D. Collect on Delivery</p> <p>Conc. Concluded</p> <p>Cont. Continued</p> <p>Cor Correction</p> <p>CWT ...Cents per Hundred-Weight / Cents per 100 Pounds</p> <p>D/B/A Doing Business As</p> <p>F.C.C.O.D. Freight Charges Collect on Delivery</p> <p>FF Folded Flat</p> <p>FPO Fleet (Naval) Post Office</p> <p>Gal Gallons</p> <p>Hwy. Highway</p> <p>ICC Interstate Commerce Commission</p> <p>ID Idaho</p> <p>ISH Idaho State Highway</p> <p>Jct. Junction</p> <p>KD Knocked Down</p> <p>KDF Knocked Down Flat</p> <p>LBS. Pounds</p> <p>LCL Less Than Container Load</p>	<p>LTL Less Than Truck Load</p> <p>M. Thousand Pounds</p> <p>MAX. Maximum</p> <p>MC#. STB Motor Carrier Number</p> <p>MIN. Minimum</p> <p>NOI Not Otherwise Indicated in This Tariff</p> <p>No(s) Number(s)</p> <p>NZ Non Zip Code Point</p> <p>OAR Oregon Administrative Rules</p> <p>OR Oregon</p> <p>ORS Oregon Statute / Law</p> <p>ODOT Oregon Department of Transportation</p> <p>PUCO Public Utility Commission of Oregon</p> <p>REV. Revision</p> <p>RS or L Other Articles Rated Same or Lower</p> <p>SCAC Standard Carrier Alpha Code</p> <p>SL&C Shipper's Load and Count</p> <p>STB Surface Transportation Board of the US DOT</p> <p>TBL Tidewater Barge Lines, Inc.</p> <p>TL Truckload</p> <p>US DOT United States Department Of Transportation</p> <p>Viz. Namely</p> <p>Vol. Volume</p> <p>WA Washington</p> <p>WT Weight</p>
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EXPLANATION of REFERENCE MARKS USED in THIS SCHEDULE

<p>◆ Reduction</p> <p>◆ Increase</p> <p>§ Addition</p> <p>☒ Same Issued Date as Original Title Page</p> <p>< Less Than</p> <p><= Less Than or Equal to</p>	<p>▲σ Denotes changes in wording which result in neither increases nor reductions in charges</p> <p>●λ No Increase</p> <p>■v Page without substantive change.</p> <p>☒ Same Effective Date as Original Title Page</p> <p>> Greater Than</p> <p>>= Greater Than or Equal to</p>
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ISSUED BY:

Dennis McVicker, President
P.O. Box 1210
Vancouver, WA 98666-1210